LONDON, March 24.—The annual race between boat crews representing Oxford and Cambridge Universities look place this morning over the usual course on the Thames from Putney to Mortlake, a distance of four miles and two furlongs. The weather was dull.

There was an average attendance of spectators.
The Cambridge crew won the total for There was an average attendance of spectators.

The Cambridge crew won the toss for position and took the Surrey side of the river. When Hammersmith Bridge, one mile and three-quarters from the starting point, was reached, Cambridge was leading by three lengths and at Barnes Bridge, one mile and three-quarters further on, they had put five lengths between themselves and their opponents. Cambridge crossed the winning line five lengths ahead of Oxford.

CAMBRIDGE'S THIRD CONSECUTIVE VICTORY. The Cambridge crew began practice this year on January 9, a little in advance of Oxford. Their new oat was made by Clasper. Not many changes were made in the composition of the crew, which finally

stood as	ICHOWS:		eigh
Bow. R. 2 L. 3 R. 4 C. 6 P. 7 P. F.	Hannen H. P. Orde P. R. Bell D. Mutlebury Languise H. Mangham C. Gardner	College.	150 158 160 168 195 175 159 181 117
			COLUMN TO SERVICE STATE OF THE PARTY OF THE

Oxford went to work a few days later. A gloom was thrown over the crew by the death of Mr. Hector McLean, president of the boat club, but the men kept pluckily at work. Their new boat was built by

	- T	Veigh
Place. Name.	College.	DA.
Bow W. P. C. Holland	. Brasenose	164 167 162 176 187 172 143 115
2 A. P. Parker	.Magdalen	167
3 M. E. Bradford	Christchurch	162
8. R. Fothergill	.New	176
5 H. Cross		183
6 H. R. Parker		187
7 G. Nickalle	Magitalen	172
Stroke L. Frere	.Brasenose	148
Cox A, Stewart	New	110
Average weight of eight		167

The subjoined table shows that, including the race of yesterday, forty-five contests have occurred between the rival universities, of which Oxford has won 23 and Cambridge 21, and there has been one dead

Year.	Date.	Winner.	Course	Time.	Wen by
829	June 10	Oxford	Henre	14m. 30a.	Rastly.
836		Cambridge	W to P	36in. On.	I min.
8319		Cambridge	W to P		11m. 45a.
140	April 15	Cambruige	W to P	29m. 30a	4 length
441		Cambridge	W to P	32 p. 30a	110. 44.
42	June 11		W to P	30m. 45a.	15 sec.
46		Cambridge	P to M	28m. 30a	30 400.
48		('ambridge	M to P	21m. 5a.	2 lengthe.
849	Mar. 20	Cambridge	P to M	22m. 0a.	Ensily.
149	Dec 15	Ox ord	P to M		Fonl.
852	April 8	Oxford	P to M	21m. 36s.	27 Acc.
854		Oxford	P to M	25m. 29a.	11 atrokes.
306	Mer. 15	Cambridge	M to P	25m. 50a.	la length.
157	April 4	Oxford		22m. 35s.	35 acc.
158	Mar. 27	Cumbridge		21m. 23a.	22 Aec.
159	April 15	Ox ord	P to M	24m, 40a.	Camb. sant
160	Mar. 31	Cambridge	P to M	26m. 5a.	1 len th.
461		Oxford	P to M	23m. 30a.	di neg.
1012	April 12	Oxford		24m. 41a.	30 sec.
163		Oxford	M to I'	23m. 6a.	43 400.
164	Mar. 19	Oxford		21m. 40a.	26 000.
M	Anrit N	Oxford	P to M	21m. 24a.	4 lengtha
me		Oxford		25m. 354	15 000.
sel.	April 13:	Oxford	P to M	22m. 41m.	length.
104		Oxford	F to M	20 m. 56a.	6 lengths.
9/10	Mar. 17	Oxford	P to M	20m. 6s	3 lengths
\$70	April 6	Cambridge	P 10 M	22m. 4s.	114 lengths
671		Cambridge	P to M	23m. 54.	I length.
72	MAC. 2%	('ambridge	P to M	21m, 15%	2 tengths.
78		Carutridge	P to M	19m. 36s.	34 lengths
74		Cambridge	P to M	23m. 36s.	S longths.
75		Oxford	P to M	22m. 2a	10 lengths.
76		Cambridge	P to M	20m. 20s.	Won easily
77		Dead heat	P to M	24m. 8%	and the same of the same of
78		Oxford	P to M	22m. 134.	10 lengths.
79		Cambridge	P to M	21m. 18a.	134 lengths
80		Oxford	P to M	21m. 234.	34 lengths
81 .		Oxford		21m. 51s.	13 lengths.
82		Oxford	P to M	20ni. 12s.	7 lengths.
831		Oxford		21m. 8s.	4 lengths.
H4		Cambridge		21m. 89s.	24 lengths
16		Oxford		21m. 36a.	13 lengths
BG.		Cambridge		22m. 29 4.	
87		Cambridge		20m. 52a	23 lengths
88	Mar 94	Cambridge		20m. 48s.	5 lengths.

were used. That of 1857 was the first race in which either university rowed in the present style of eights without keel; also the first time either rowed with

Year.	Date	Winner.	Time	Won by
1845 1847 1851	June 17 June 17 June 17	Oxford	7m. 45a	2 lengths, 2 lengths, 6 lengths, 14 feet,

In 1851 Cambridge lost a rewlock soon after th starting. At the Thames National Regatta, June 22.

THE YALE 'VARSITY CREW.

CANDIDATES TRAINING AS NEVER BEFORE. BRIGHT PROSPECTS FOR A WINNING CREW-PER

SONAL DETAILS CONCERNING THE MEN. NEW-HAVEN, Conn., March 24.-The candidates for

to over train.

A close inspection of the remaining candidates justifies the following: Cross, '88, weight 163 pounds, clips a little on the end of his stroke. His mounds, clips a little on the end of his stroke. His Mutrie telegraphed from the South last night that the arms are perfect wonders of strength and his en-And his chances for a seat in the boat are very good.
Hurd, '85, doesn't put life enough into his stroke, but rows in splendid form. His weight is only 108 1-2 pounds, and his staying powers are not yet up to the standard necessary. Unless he improves rapidly he will not be selected to row with the crew. Howell, '90, weighs 181 1-2 pounds and is as full of pluck and herculean strength as any man that ever pulled an ear. He was a member of last year's freshman crew and sat in the waist of the boat. He has and his chances for a seat in the boat are very good. pulled an oar. He was a member of last year's lives man crew and sat in the waist of the boat. He has a very good form to his rowing, but is irregular in catching the water and rushes his silde. He pulles a powerful oar. Hartwell, '89-8., weighs 169 pounds and was also a member of last year's victorious and was also a member of last year's victorious and was also a member of last year's victorious and he will be at the Polo Grounds to sun the local basefreshman crew. He clips his stroke slightly and ball machine a week from to-morrow. pulls in too much and is a little irregular in the finish. He is a hard worker and will improve rapidly. Corbin, '88, weighs 187 pounds and is the heaviest of the candidates. He was a member of idly. Corbin, '88, weighs 187 pounds and is the heaviest of the candidates. He was a member of the '89 crew, but did not row last year. He ts apt to be a little awkward, but has improved much lately. His chief faults are clipping, pulling out and rushing his slide. Woodruff, '89, weighs 180 pounds and has had two years,' avarelence in the University heat. his slide. Woodruff, '89, weighs 180 pounds and has success. "Haby" Anson will have charge of the two had two years' experience in the University boat. teams. Spaiding thinks the trip will cost him nearly His worst fault has always been slowness. He has \$25,000. The teams will also visit the Sandwich Islands. showed a marked improvement in this respect recently and is determined to overcome his faults. Carter, '88 S., weighs 171 pounds and pulls the most expert oar in the boat. He was number seven in the '89 boat and had the same position in the University boat. All his experience, however, has not made him perfect and he still pulls out a little at the end of the stroke and seems to take less interest in his

Captain Stevenson, '88, is about five pounds above had two years' experience and rows a splendid only being slightly irregular on the catch.

hands. That seems to be the general fault of the crew, but it is one which is soon remedied. The stroke is a little shorter than last year's but it casen-OXFORD FIVE LENGTHS BACK.

CAMBRIDGE WINS WITH RIDICULOUS EASE
THE BEST TIME MAPE OVER THE PUTNEY COURSE SINCE 1882.

LONDON, March 24.—The annual race between boat crews representing Oxford and Cambridge Universities that the morning over the usual course on the Thames from Putney to Mortlake, a distance of four than the story of the putney to Mortlake, a distance of four than the story is the same.

It is difficult in the tank to perfect the men that the minor details and the three months on the harbor will be enough to put a little more style into the rowing and smooth over the rough places, but the shell has not been taken out yet. Taken all in all Yale's chances for a winning crew are very flattering. Five of last year's crew are rowing, and for the remaining three places nine men with one or two years' experience are left.

THE HARVARD CREW.

WHO SIT BRHIND HIM. CAMBRIDGE, March 24.-On Thursday afterno a new arrangement of the Harvard 'Varsity crew
was made, by which the plan of having two
crews on the river for the purpose of giving the 'Varsity greater practice in racing, was finally
abandoned. It was found difficult to get a barge for besides crossed the winning line five lengths ahead the second crew, and it was not very convenient to have two crews in regard to coaching also. The seconds.

THE TWO CREWS.

AMBRIDGE'S THIRD CONSECUTIVE VICTORY.

TO Cambridge crow began practice this year on the second crew, and it was not very convenient to have two crews in regard to coaching also. The "Varsity crew now stands as follows: Bow, E. C. Storcow, '89; 2, P. D. Trafford, '89; 3, G. A. Carpenter, '88; 4, J. B. Markoe, '89; 5, J. R. Finlay, '91; 6, B. J. Tilton, '90; 7, J. T. Davis, '89; stroke, W. Alexander, L. S.; substitutes, R. S. Gorham, L. S.; R. F. Per-

Of these men, six are apparently sure of a seat in the 'Varsity boat. Storrew, Trafford, Finlay, Tilton,
Davis and Alexander seem to be pretty sure of a place
in the '88 crew. Trafford has never rowed before this
year, but he was a fine football player last fall, and is strong and quick to learn athletic points. Carpenter rowed bow on his class crew in the class races last Markoe rowed four on his class crew last He was also centre-rush on the eleven last fall, and is a powerful man, though rather slow and clumsy. The weight of these men, when trained down fully, will average 165 pounds, or nearly that, and thus they are a heavior crew than usual for a liarvard crew. The coxwain will be G. H. Stone, '91, who weighs under ninety pounds, and is a very capable man. Wood, '88, and Eutler, '88, of last year's crew, will not try for places on the 'Varsity this year, but four and three may finally be given to men who prove them-selves fine carsmen in the May class races.

Alexander, who will probably be the stroke of the '88 'Varsity at New-London, stroked the '87 semor crew to victory on the Charles River course in the May class races last spring. He is a capital earsman, steady, cool, strong and possessed of good powers of endurance. He has rowing down to a clockwork precision and ought to set a good stroke. Storrow, stroke of the 'Varsity crew last year, was not able to call out all the reserve force of the men behind him, and the '87 'Varsity could undoubtedly have pulled a greater race with a more powerful stroke. Storrow, however, is a fine carsman for his weight and strength, and he has a firm grasp of the science of rowing, se that he will doubtless make a theroughly excellent capitain.

Titton wat in she '90 boat last year in the class races, and in the race at New-London with the Columbia freehmen. crew to victory on the Charles River course in the

Paris was on the '87 'Varsity and rowed number live at New London.

Tinley is a new man, but quick, alert and power-Finley is a new man, but quick, alert and power.

He was to have played on the eleven last fall
a centre-rush, but was laid off by a hurt on his
ad.

as a centre-rush, but was laid off by a hurt on his head.

Gorham was on the '85 class crew in the Senior year, but has not rowed since then till this year. He is a very strong oar and is deing good work.

The average weight of the six above-named men is 164 pounds. The first crew exercises every afternoon at 4:15, beginning with 700 to 800 strokes upon the machines in the jowing room, and ending with work on the dumb bells and a run of two miles. They rise at 7:30, take a walk at 8, and on Sunday take a long walk out into the country.

Now that all idea of a race with Columbia is given up, all energy and all the schemes and strategies of rowing will be developed entirely for Yale, and Yale alone. Therefore, it is probable that the development of the crew will be in narrower limits than ever before. The stroke will be slower than it was last year. In all probability, thirty-four to the minute will be the limit and thirty the average.

IT IS ALL READY FOR A LIVELY SEASON.

MIKE" KELLY, OF BOSTON, TO APPEAR ON THE

STAGE-MUTRIE'S YOUNG COLTS.

The new Amateur Baseball League is at last fully made up and is ready for opening the acason. There are five clubs in the League: The Flushing Athletic, Bergen Point Athletic, States Island Byseball and Cricket Club, the Nassau Athletic and the States Island Athletic Club. The race for the pennant ought to be lively. The Staten Island
Athletic players are aircady preparing their grounds for
practice. Their first game will be played on Saturday,
April 21, crossing bats with the Pleasant Plains club. Morgan, the old Columbia College pitcher, is the latest addiwithout keel; also the first time either rowed with round oars. Both used the same kind of oars and boats. In 1873 both crews used sliding seats for the first time. The dead heat of 1877 would probably have been a victory for the Oxfords had not their bow man damaged his oar. In 1887, also, Oxford broke an oar.

In addition to the above the universities have contended together five times at Henley Regatta, in the same heat, for the Grand Challenge Cup, and the following table shows the winners on those occasions:

The schedule will seen be made out and it will show that each club will play six games with each of its op-ponents. The games ought to be interesting and well-con-tested throughout. The Young America. tested throughout. The Young Americas, of Philadel-phia, visit the Staten Island Athletic Club on Decoration Henry Curtia, manager of the Acmes, has made application to the new League to be an umpire. Clarke, last year's reserve catcher, has again signed with the Manchester The players think that the weather will permit of

Reading in an afternion paper on Friday an interview with Kelly colegraphed from Boston, a Tribune reporte was surprised to meet the great baseball player in Broad way yesterday. Kelly said that he had not been in Boston for some time, but that he intended to go there last the University crew are training as a Yale crew never | night and report with the other flusion players for practrained before, and they are all in splendid condition, tice. Kelly says that he is in splendid condition, and that Two new candidates have recently commenced train-Two new candidates have recently commenced training. They are Stuart, '88 S., and Gill, '89, both of
whom are experienced oars. Stuart stroked the
famous '89 crew in the unfortunate race with Harvard and Columbia at New-London in 1886, and will
perhaps occupy the same position on the University
crew this year. He is a light man, weighing only
147 1-2 pounds, but is very muscular and pulls a
strong oar, pulling in, however, a little on the end
of his stroke. Gill was also a member of the '89
crew, and pulled No. 2 in the University boat last
year. He is not a very heavy man, weighing only
about 158 pounds but he rows in good form and
keeps excellent time. His only failing is a desire
to over train.

work. He says that Foster is the equal of Johnson as a centre-fielder and far shead of Boston's great fielder as a

night says that the Chicago Club owners have determined

Several more of the Brooklyn Club players arrived in

Another college league will probably be formed com-posed of Brown and Tutts Colleges and the Boston Univer-sity. Here is a good chance for the Columbia College

College team and the final selection of the players will not be made until late in April. The candidates will go into regular practice after Easter. Thirmen men will be taken on the Easter trip and the remaining candidates for positions in the nine will remain in training.

oar, only being slightly irregular on the catch. Browster, '91, weighs 167 pounds and is the only freshman among the candidates. He has a fine physique and ought to make a good oarsman. Just now his chief fault is an irregularity in catching the water, out he rows exceedingly well for a new man. He is a faithful trainer and is confident that his crew will be the finest that has ever occupied a seat in a shell. James, '90, weighs 100 pounds and was captain of last year's freshman crew. He rows well, but in consequence of his shortness of stature has too short a reach. Because of this fact it is not probable that he will accure a seat in the boat.

Harrison, '90, weighs 154 pounds and was also the freshman boat last year. He is lighter than the boat has the will accure a seat in the boat. He is a hard worker and has firm conscious hat he will accure a seat in the state of the most satisfactory a rise the boat. He is a hard worker and has firm contion that Yale will defeat Harvard next because of the seather the boat. He is a hard worker and has firm contion that Yale will defeat Harvard next because of the seather the boat. He is a hard worker and has firm contion that Yale will defeat Harvard next because of the seather the boat. He is a hard worker and has firm contion that Yale will defeat Harvard next because of the seather the properties when Mr. Neithenny and sulled one of the best oars in the seather try. Unless Mr. Dennelly is found the restate cannot be settled "p."

A PUBLIC DISCUSSION IN BOSTON.

ONGRESSMAN BUTTERWORTH SHOWS THE RESULTS OF THE PRESENT TARIFF AND EVERETT P. WHEELER DECLAIMS AGAINST ALL DUTIES. [BY TELEGRAPH TO THE TRIBUNE.]

Boston, Mass., March 24.-The tariff debate bereen representatives of the Home Market Club and the Tariff Reform Association of Boston came off this evening in Tremont Temple in the presence of a large audience. The disputants were Congress-ALEXANDER WILL BE STROKE-SOME OF THE MEN man Butterworth, of Ohio; and Everett P. Wheeler, ex-president of the New-York Free Trade Club. Mr. Butterworth, accompanied by Colonel Mussey, of "The Cincinnati Commercial Gazette," left Washington yesterday afternoon and arrived here about 8 a. m. to-day. They were met at the station by the Reception Committee, Francis W. Breed, of Lynn; Weston Lewis, Colonel Charles Weil, Colonel Ephraim Sterns, L. M. Sargent and Beverly K. Moore, and the secretary of the club. Mr. Radelyffe. The guests were taken the Hotel Vendome, where breakfast was served. Mr. Butterworth said that he would have been pleased visit some of the manufactories near Boston, but he has been busy in Washington and so he decided to pass the foremoon at the hotel, arranging his papers for the debate this evening. This afternoon a banquet and seception was given at the Hotel Vendome by the Home Market Club in honor of Mr. Butterworth. About 140 prominent business men were present and the affair was informal and pleasant. The speakers were Mr. Butterworth, J. A. Coleman and F. T. Green halge. The dining hall was prettily decorated with bunting and flowers and the menu was an attractive one. At the close of the banquet the company went to Trement Temple which was already nearly filled, seats having been reserved for the gentlemen attending the reception and banquet. General W. F. Draper, the Hopedale manufacturer, presided over the debate and made a brief pertinent opening speech and stated the question

"Is the Wage-earner benefited by a Protective Policy as embodied in the Present Tariff? The leading speakers were each allowed three quarters of an hour to present their arguments and ffreen minutes in which to reply to each other.

SWEEPING ASSECTIONS OF MR. WHEELER-Mr. Wheeler's address was a carefully considered effort and from his point of view was an able presentation of the question. He said that the question was how many hours the laborer shall work, nor how many bank notes he shall get for his work, but what will his wages buy. The real wages of the wage worker are dependent on the elements of demand and supply the cheapness of material and the productiveness of labor. The protective system as productiveness of labor. embodied in the existing tariff reduces the wages of the wage earner in every one of these particulars, Good carpets are made in this country. The Bigelow Company and others that might be named are beginning to make as good carpets as are made any where in the world, but they cannot export them because of the tariff on wool. Americans make as good tinware as is made any where in the world, but cannot export it, because of the tax on plates. They make the best brass goods in the world, but cannot export them of the duty on copper. They make excellent paints but cannot export them because of the tax on the lead out of which they are made. The tariff also tends to limit the benefit that ought to be derived from the effectiveness of American labor. That labor is the most productive in the world. All the students of manufacturing interests agree in this. Mr. Blaine and Mr. Evarts, when each was Secretary of State. asserted this most positively. An American mason lays more brick in a day than an English mason. American cotton spinner spins more yards of cloth in THE AMATEUR BASEBALL LEAGUE. a day than an English spinner. Mr. Wheeler concluded his address with a sketch of the tariff in the United States, and enedavored to show that high wages were

comitant with low tariff.

WHAT THE TARIFF HAS ACCOMPLISHED. Mr. Butterworth declared "that sound, practical, po-litical economy not only justifies, but in the interest of the wage-worker, demands the levying of custom duties upon certain imported articles for the express purpose of re-stricting, to an extent and in a degree, the sale of such articles in the United States; or, if you please, restricting temporarily the opportunity of our citizens to buy where they can buy cheapest. In industrial development," he they can buy cheapest. In industrial doctors, the continued, "the employer and the employed are mutually interested, so that what injures or destroys the one deals a blow to the other. Destroy our industries and employment ceases. When employment ceases idleness ensues, and want and destitution follow in the wake. The missing of the control of the c and want and destitution follow in the water that he protective policy is to encourage the healthful development of the resources of the United States. And by this we by no means limit the significance of the term to our material resources. We do indeed labor to that end as an attainment to be desired, but concurrently therewith we open wide the door of opportunity for the development of men, morally and intellectually, in that we provide against the influence of that competition which tends to make a more human machine—a beast of burden.

"Whether in this country the wage-worker for his contribution in the production of the subjects of trade and

commerce shall be as fairly paid as those performing the like service in the Old World, is the bone of contention between us to night. It is the bone of contention protection and free trade. I protest that the wageworker of my country shall not be as poorly paid, nor be as meanly clad and fed as his unfortunate brother across the occur, and that he ways not be ween and that he ways not he was interpreted the as meanly clad and fed as his unfortunate brother across
the ocean, and, that he may not be, we interpose the
shield of the protective system. Can a system of political
economy be justly condemned which seeks to enable the
man who produces the wealth of a nation to become, with
his wife and children, the sharer in and partaker of the
fruits of his toil? This is the mission of the protective
system. Does it perform that office?

"The result of the adoption and maintenance of the protective system," he said, "has blessed this country far beyond the wildest dream or fondest hope of a Hamilton or

Clay. Its influence has not been to establish and cherish monopolies, but, sided and seconded by that wise provision of the Constitution, which conferred upon Congress the right to secure to authors and inventors for a limited period the exclusive ownership of what they produce, our industries have been multiplied ten, fifty, a hundred, yea. a thousand fold. Invention has multiplied our industries indefinitely and the number of employes has increased with the multiplication of those industries. A higher order of the multiplication of those industries. A higher order of skill has been demanded and obtained. An increase of wages has been the result; the prices of the necessaries of life reduced, and concurrently with all this the comforts and conveniences of every home have been increased and the moral and intellectual tone of the inmates of those homes elevated and refined. For more than half a century the United States adopted to a dangerous and damaging extent the philosophy of free trade. So we developed extent the philosophy of free trade. So we developed slowly. Our ores slept in the mountains and our coal was undug; here and there the wheels of handleapped industry turned sluggishly; there was little to invite capital, less still to encourage the citizen to become a skilled artisan or mechanic; and when for a brief period the destructive competitive influences of the old world were in a measure competitive influences of the old world were in a measure shut out and our industries began to take root and revive, shut out and our industries began to take root and revive, the influence of free trade philosophy, which had become the champion of human slavery, made haste to put out the fires in every furnace, shut the mines, and blast the hopes of inventive genius which was struggling to become a benefactor to mankind. Protective legislation was repealed, and the United States remitted to the rear in the matter of industrial effort."

Mr. Butterworth then gave a mass of figures to show the slow progress of the country under free trade and a tariff for revenue only, contrasting this slow growth with the marvellous increase in population, industries and wealth under the protective system. Figures were also given to show the decrease in the prices of all protected articles and their greater use by the people. The argument that cheap articles in free-trade countries are verydear to the low-priced wage-worker was enforced by comparative tables, and in conclusion Mr. Butterworth said: "We deal with establishment of the protection of the production lished facts and known results, while the free-traders revel ment and endeavor to learn the philosophy of the system by which we obtain it; they start out from the base of their philosophy and try to find their bread and meat. Let onents philosophize and grow thin, while we remain

Favorable replies from Congressmen continue to be received at the headquarters of the National Per Diem received at the headquarters of the testing letters came from Senators Mitchell and Dolph and Representatives Benjamin Butterworth of Ohlo, Timothy J. Campbell and Irs Davenport, of New-York, and Hiram Peters, of Kansas. Mr. Campbell's letter declares unequivocally for the bill and says he will use his best concavors for its passess.

bill and says at will use his described to his pas-sage. Representative Davenport writes: Your letter and circular were duly received. In reply I would say that the Per Diem Haird Service Pension bill is, in my opinion, the fairest measure of pension legisla-tion offered. It will continue to receive my cordial sup-

Veterans Union, who is a member of the Committee on Legislation of the Per Diem Association, writes from Washington of the work being done there among the members of Congress. The visit of General Curtis, chairman of that committee, to Washington last week has been productive of good results, General Dillon says, and he expresses the belief that the bill will be favorably reported to the House by the Pension Committee. He then well epitumires the arguments in favor of the measure thus:

We will hen seen to souther Congress by means of

EVADING THE INTERSTATE COMMERCE

PREIGHT UNDERBILLED AND THE CHARACTER OF

GOODS MISREPRESENTED. WASHINGTON, March 24 (Special) .- Pool Comdissioner Albert Fink has sent to Senator Cullom chairman of the Interstate Commerce Committee an interesting letter, in which he gives his views regarding the practice of misrepresenting weights or the character of goods to be forwarded over the railroads which are subject to the Interstate Commerce law. The practice has been in operation for a long time; but since the enactment of the Interstate Commerce law it has greatly increased. In a large measure it has taken the place of the payment of rebates. Mr. Fink notes two distinct features of the practice: First, when the motive of the shipper is simply to cheat the railroad companies and prevent them from collecting for their services the charges according to the open tariffs filed with the Interstate Commerce Commission; and second, when freight is underbilled, or the character of goods misrepresented, by an understanding, direct or implied, with the carriers, to secure the business of certain shippers in competition with other carriers, thus favoring one shipper as against another. In either case, Mr. Fink thinks, the effect upon the honest shipper is the same. It is unjust discrimination for bidden by law.

" It would appear at first sight very simple, continues Mr. Fink, " for the railroads to control this matter if they so desired; but there are so many competing roads, and among them som roads which do not want to control it. How can the roads which are willing and anxious to do it force those which are not? There is no law to compel them. The Interstate law forbids the use of any device by which one shipper may se-cure more favorable terms than another for like

to compel them. The Interstate law forbids the use of any device by which one shipper may secure more favorable terms than another for like services, but it does not command the railroads to inspect and correctly weigh every parcel of goods to be forwarded by them nor would it be practicable to execute such a law if it were enacted without greatly obstructing the prompt movement of the triffic of the country.

To remedy these evils Mr. Fink suggests that Congress pass a law making the intentional misrepresentation of the weight and character of shipments on the part of the shipper lilegal and punishable by fine. Such a law, he thinks, would have a great moral effect with law-shifing ciric ns. At present, to misrepresent the weight or character of shipmerts is not considered by a great many people as in any way reprehensible or immoral, but the leal condemnation of this practice would deter a great many from continuing it. It would have the same effect upon the railroad companies in their voluntary efforts to correct these evils.

Referring to the overations of the weighing and inspection bureau established at the Western termini of trunk lines Mr. Fink sars that when the bureau was first established at the Western termini of trunk lines Mr. Fink sars that when the bureau was first established it was thought that in the course of time, and with a knowledge on the nart of shippers that a careful inspection is made, the cases of misrepresentation would gradually decrease in number; but there seems to have been a constant increase annually. This is partly secounced for by the fact that the same parties, after their misrepresentations would gradually decrease in number; but there seems to have been detected, continue the practice, no doubt on the theory that if they succeed in having one shipment out of tan passed without detection something is gained.

Mr. Fink however, says that some of these shippers assert they are personally opposed to these methods, but that they are not reasonable and inst, as the law provide panies must have this or some other kind of sup-port in order that the Interstate Commerce law may be effectually carried out."

A PREMATURE JOLLIFICATION. THE ARRIVAL OF THE GEORGIA PAPERS IN WASH INGTON CORRECTS A MISTAKE.

WASHINGTON, March 24 (Special) .- The President and the Commissioner of Internal Revenue, Mr. Miller, held an impromptu jollification and ratification" meeting last Wednesday. It was brought about by a telegram from a collector of Internal Revenue, Mr. Crenshaw, to the Commissioner, stating that the Georgia Democratic State Executive Committee, in session in Atlanta on that day, had passed resolutions approving the President's course, demanding his renomination and indorsing his free-trade message. This was regarded by Crenshaw as a victory over Senator "Joe" Brown and Congressmen Candler and Clements, who lead the anti-Internal Revenue Democrats of Georgia. Of sourse Crenshaw is in favor of retaining the revenue, as it is his meat and bread; and Commissioner Miller is in sympathy with Orenshaw's views and shares the

symptony with Creasaws the same states the latter's personal reasons.

Commissioner Miller was so elated over the telegram that he immediately rushed over to the White House with it. The President was equally delighted. He saw in those resolutions that he, and not Senator Brown and Congressmen Candler and Clement, represented the people of Canada.

Candler and Clement, represented the people of Georgia.
Yesterday the Georgia papers of Thursday, containing full reports of the proceedings of the Executive Committee, arrived, and created constenation in the bosom of Commissioner Miller. The resolutions had not passed, owing to the strenuous opposition of Patrick Walsh, Georgia's member of the National Democratic Executive Committee, who was seconded by many others. The resolutions were not even permitted to go to a vote, but were ominously withdrawn. What Commissioner Miller thinks of Collector Crenshaw's sagacity is not known; but it is certain that the Commissioner has not called on the President since the arrival of the Georgia papers.

Abram Kling, the lawyer of No. 140 East Nineteenth-at, who caused the arrest of P. E. Trowbridge, the broker, at, who caused the sirves of the Tribune restriction on charges of fraud, sent a note to The Tribune restricting the charge that Mr. Trowbridge has his money and refuses to pay him. Mr. Trowbridge has his money at his office in the Drazel Building resterday, said that he had not denied that he had some of Mr. Kling's money.

"I never refused, however, said he, "to settle up with Mr. Kling. I went to his office at his invitation for the Mr. Kling. I went to his office at his invitation for the express purpose of making a settlement with him. He, however, peremptorly demanded that I should settle at once at the terms which he himself dictated, and without giving me any chance to prepare a statement of the account between us, arrested me on a criminal charge. I have just completed a statement of the account between us, and I find that I do not owe him so much as he claimed to the count of the account between us, and I find that I do not owe him so much as he claimed to account a food. I was purposed with the property without the settle with by about \$700. I was perfectly willing to settle with him, and to pay him all I justly owed, but now that he

has taken the course he has, and damaged my reputation as he has, the law must take its course." Mr. Trowbridge's attorney, who was present, said: "There is one thing about this matter that has not been rant on Mr. Trowbridge in his (Kilng's) own office, while Mr. Trowbridge was there by invitation from Mr. Kling in a criminal process upon him. Of course, Mr. Trow-bridge cannot settle with Mr. Kling while there is a criminal charge standing against him. To do so would be to admit his guilt. Mr. Kling has evoked the law, and he shall get what the law will give him. I think be will

AUCCESS OF THE AUTHORS READINGS. The receipts for the Authors' Readings which were lately given in Washington in aid of the American Copyright League under the business direction of A. M. Paimer, approximated \$3,000. The sickets were sold for \$2 and \$3 each, and several members of the Cabinet and Judges of the Supremo Court bench occupied seats on the platform. The President and Mrs. Cleveland were apparently much interested it the object for which the readings were given, since they attended on both occasions, and after the last reading gave an informal reception at the

TO CAPITALISTS AND BUSINESS MEN.

A NEW-PROCESS BREAD.

The Greatest Discovery Ever Made in Bread-Making. Large Profits and Never-Failing Demand.

Mr. Thomas Rickett, of Southampton, England, is Laking and selling in that city daily a new bread of his own invention, described by him as follows:

This process consists in raising and baking Bread in metallic air-tight ovens, from which the air is abstracted by means of a simple steam jet. Flour and water are mixed together, and at once put into the oven without any kind of fermentation whatever, and in a few minutes the water used in making the dough commences passing into steam, forming innumerable globules, which raise the dough.

The explanation of which is that dough loses its elasticity, and becomes incapable of rising or expansion at 140 degrees of heat, but water does not boil usually under 212 degrees; a vacuum is, therefore, formed and maintained in the oven, so that the water boils or passes into steam at about 110 degrees, and is then available for raising the dough before it has arrived at 140 degrees, producing a light spongy delicate Bread, having a shortness and crispness which is invariably appreciated.

It is usually pronounced "delicious," and is most wholesome and easy of digestion; delicate stomachs can take this Bread hot without experiencing inconvenience. It will keep perfectly moist and sweet for several days, and, being made without fermentation, there is no tendency to sourness

The loss in ordinary Bread occasioned by twelve hours' fermentation is avoided, so that the yield of Bread from a sack of flour is about two gallons more.

It is a quick, definite and certain process. Flour may be sent to the Bakery and in a couple of hours turned out as Bread. Successful fermentation requires a course of training and skilful management, varying with the changes of temperature and weather, all which is here avoided, for in the Vacuum Process the conditions of the oven secure the raising of the Bread during the baking, without attention.

I will add to the above, that Mr. Rickett is selling his new bread at 21d. [five cents] the 2lb. loaf; while our bakers get 5 cents for loaves weighing but a single

The object of this communication is to say that the inventor having placed his American interests in my hands, I desire as a preliminary step to put the bread upon the market in New-York and Brooklyn by means of a company; to which end, responsible parties willing to take the matter up and push it, can have favorable terms.

THADDEUS HYATT,

51 Cranberry-st., Brooklyn.

WITH MILITARY HONORS. THE BODY OF GENERAL PAEZ TAKEN AWAY ON THE PENSACOLA.

A FINE PROCESSION AS AN ESCORT FROM THE 12TH REGIMENT ARMORY TO THE PIER-PROM-IMENT MEN WHO WERE PRESENT -VENEZUELANS GRATIFIED.

The honors paid to the memory of General Jose Antonio Paez in this city ended yesterday in the transfer of his body with much military display from the 12th Regiment Armory, at Sixty-first-st. and Ninth-ave., to the United States steamer Pensacola off East Twenty-sixth-st.

The body lay at the armory on Friday night guarded by members of the 12th and 7th Regiments, and about 9 a. m. yesterday the lines of the procession began to form in the Boulevard from Fifty-seventh-st. to Sixty-fifth-st. All who were to accompany the procession in carriages gathered at the armory. Prominent among them were General Sherman, chairman of committee; Edward Browne, chairman of Executive Committee; General Jacinto R. Pachano, chairman of the Venezuelan Commission; General James R. O'Beirne, secretary; James S. Coleman, of the committee; Senor A. M. Soteldo, of the Venezuelan Commission; Senor Jose Antonio Ollavaria, Minister from Venezuela; Senor Francisco A. de Silva, Consul-General from Venezuela; John P. Lynch, of the committee; Senor Francisco Caballero, secretary: Senor Louis N. Castillo, secretary; Senor Francisco Carabano, secretary of the Venezuelan Commission; Lieutenant Baker, United States Navy; General P. H. Sheridan, General David Butterfield, Rear-Admiral Gherardi, Assemblyman B. T. Morgan, Walter Mathison, John H, Bonnington and G. F. Roesch; Mayor Hewitt, President Forster and Aldermen Storm, Hubbell and Mc-Murray; Commissioners of Charities and Correction Simmons, Brennan and Porter.

THE PROCESSION STA TED.

It was after 10 o'clock when the body was placed in the hearse and the line was set in motion. The procession moved from the Boulevard and Fifty-ninth-st. plaza in the following

Mounted police; Major-General D. E. Sickles, commanding column of escore, and Staff; Brigadier-General D. S. Steele, Lieutenant-Colonels Charles M. Schieffelin and Adolphus d'Orville, Majors Charles Appleby and J. B. Fassitt, Captain J. M. Searle, S. E. Lane, Louis T. Brennan and R. M. Walters.

The escort to Commanding General: 2d Battery, N. G. S.

N. Y., as a troop of cavairy, Ferdinand P. Earle, Captain,

United States troops: Battalion 5th U. S. Artillery; Major Abram C. Wildrick, 5th Artillery, commanding Battalion, with Band, consisting of Battery " H" (Fessenden's); Battery "E" (Roemer's) from Fort Hamilton;
Battery "L" (Randolph's), from Fort Columbus; and Battery "L" (Remerton's), from Fort Schuyler.
United States Naval Detachment: Lieutenant-Commander

Harry Knex, commanding. Conterno's Marine Band, Battalion of Marines, Major M'Lane, commanding. Battalion of seamen, Lieutenant W. Kellogg, commanding.

11th Regiment National Guard S. N. Y., Colonei A. P.

Stewart, commanding.
1st Battery N. G. S. N. Y., Captain Louis Wendel,

mmanding.
Military Order Loyal Legion. Organisations of the Grand Army of the Republic under Organizations of the Orana Army of the topological the command of the Marshal for the approaching Decoration Day, Comrade Charles McK. Leoser, and staff. Comrade George W. Cooney, Adjutant-General and Chief of Staff. Aldes-de-Camps: Comrades Sanuol G. Adams, William Townsend, Will C. Smith, William H. Tigney,

James W. Brink, Andrew Delaney, Clark H. McDonald, James B. Hill, Alex. Newburger, George Vanderbilt, Prancis J. Werneck, J. H. Mills, J. R. Brown. Francis J. Werneck, J. H. Mills, J. R. Brown.
The Veteran Division was escorted by officers of the
National Guard of New-Jersey and other States. Veterans
of the 9th Regiment, N. G. S. N. Y., Coionei Charles R.
Braina commanding. Veterans of the 71st Regiment,
N. G. S. N. Y., Coionei Charles F. Hemer commanding,
Veterans of the 23d Regiment, N. G. S. N. Y., Coionei Martin communiting. Vessrans of the 7th Regiment, N. G. S. N. Y., Colonel H. E. Tremain, General Sickies's Chief of Staff, communiting. This command formed a

Carriage column, including representatives from for-eign Governments, officers of the United States Govern-ment, officers of the State Government, officers of the

citizens.
FINE APPEARANCE OF THE PARADE.

and Fifty-ninth-st. Plaza to Fifty-seventh-st.; to Fifth-ave.; to Twenty-third-st.; to Madison-ave.; to Twenty-sixth-st.; to the wharf. The whole line made an exceptionally fine appearance, and the streets were crowded with people waiting to see it pass. The veterans of the 7th Regiment, who formed a special guard of honor to the body, wore the medals of the Order of Bolivar, presented to them by the Venezuelan Government at the time of the dedication of the Bolivar statue in Central Park, where they formed a quard of

sented to them by the Venezuelan Governments at the time of the dedication of the Bolivar statue in Central Park, where they formed a guard of honor to the battalion.

The 1st New-York Hussars, commanded by Captain H. H. Balch, forming an escort to General Sheridan, attracted much attention by their fine appearance, their handsome black and yellow uniforms and magnificent horses. The organization is a new one, which will be admitted to full military duty as soon as it has the required number of members. The company, as it appeared yesterday, numbered twenty-five.

At the wharf everything was prepared for the coming of the procession. The Pensacola lay at anchor in the channel. About noon the steamer Nina brought a detail of eight seamen from the Navy Yard to act as bearers, and soon after the steamer Catalpa arrived to take the body to the warship. The head of the processior did not reach the wharf till 12:50 p. m., and General Sickles and his staff took a position in front of the Charities and Correction building to salute the body as it passed. The naval detachment and the 11th Regiment passed through the building and formed in lines on the right and left of the pier and the hearse with its guard of honor passed between them to a point near where the Catalpa was lying. When the Venezuelans and the Americans who had joined in the procession had gathered about, the coffin was taken from the hearse and placed on a bier, whence it was quickly removed to the forward deck of the steamer.

A SALUTE FROM THE PENSACOLA. A SALUTE FROM THE PENSACOLA.

In the meantime the Pensacola had begun firing minute guns and the Venezuelan colors were raised on the mainmast. Before the steamer left the wharf, A. M. Sorteldo addressed General Sickles and Judge Browne in behalf of the Venezuelan Committee, saying that they could not express their gratitude for the favors shown to them, but that the people of Venezuela would never forget the honors conferred on them by the American people.

people.

When the steamer had made the passage to the warship's side, the ceffin was hoisted on board, the anchor was quickly raised, and the Pensacola started at once down the river, in order to take advantage of the late afternoon tide for crossing the har.

advantage of the late afternoon tide for crossing the bar.

The United States troops were taken from the wharf by the steamer Chester A. Arthur, and the Nina started toward the Navy Yard with the marines and the seamen.

F. A. de Silva, Consul-General from Venezuela, told a Thibune reporter that the Venezuelans deeply appreciated the honors shown to General Paez by the Americans, and that marks of respect would be paid to the United States on the arrival of the body. He believed the whole affair would prove a strong bond of union between the two countries.

CHAPTER NIGHTS OF A COLLEGE FRATERNITY. The Delta Kappa Epsilon Club of No. 435 Fifth-are, has arranged a series of Chapter Nights, to be held semi-

has arranged a series of Chapter Nights, to be held semi-monthly, the first on Tuesday evening when the graduate members of the parent chapter from Yale College will be entertained. In that way an opportunity is afforded to meet old Chapter and College friends. A poem will be read by Charlton T. Lewis, Class of '55, and remarks will be made after the lunchoon by ex-Attorney-General Wayne MacVengh, '53, Senator Randall L. Gitson, '53, and Gen-eral Wager Swayne. The Yale Glee Club is coming down from New-Haven to furnish music and songs for the even-

During six months the sanitary inspectors have been making a house to house inspection of tenement-houses in the city. Chief Inspector Buliard yesterday reported that 31,534 such houses had been inspected, and that 28,854 of them fronted on the streets or avenue, while 2,080 were rear houses. The houses were occupied by 250,105 families, or 1,016,335 persons. The inspectors managed to get the occupants of 4,084 houses to abate nulsances without making written complaints, but 6,229 houses were complained about in writing, and the owners of the houses were ordered to put them in better canitary

This letter was sent yesterday by the Fire Department to the various parties whose names appear in it:

to the various parties whose names appear in it:

Sir: I have the honer to inform you of the adoption by the Board of Fire Commissioners on the 19th inst of resolutions expressing commendation of the action of the substitution of the action of the substitution of the action of the substitution of the substitution of the action of the substitution of the action of the substitution of the substitution of the action of the substitution of the action of the substitution of the substitution of the action of the substitution of the substitution of the action of the substitution of the substitution of the action of the substitution of the substitution of the substitution of the action of the substitution of the substi